

CLASSIFICATION SECRETCOUNTRY East Germany

REPORT

TOPIC Grossenhain Airfield

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EVALUATION PLACE OBTAINED

25X1

DATE OF CONTENT DATE OBTAINED

DATE PREPARED

18 October 1954

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REFERENCES

25X1

PAGES 2

ENCLOSURES (NO. & TYPE)

1 - sketch on ditto

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REMARKS

This is UNEVALUATED

1. The following air activity and aircraft were observed at Grossenhain airfield between 11 and 26 September 1954:
 - 11 September. During the afternoon, MiG-15s or U-MiG-15s flew individually and in elements of two in the vicinity of the field. The ceiling was about 7/10 overcast. At 1735, a jet fighter was seen towing a sleeve target.
 - 12 and 13 September. There was no air activity. The possibilities of observation were limited. During the evening of 13 September, a searchlight was in operation.
 - 14 September. During the early morning, a single-engine aircraft was seen aloft which temporarily kept disappearing into the clouds. At 1430, a jet fighter towing a sleeve target approached for landing. The sleeve target was caught on a high tension line near the gas works. It tore off and burnt in the darting flame. The aircraft landed from the southwest at a right angle to the runway. It could not be determined whether it made a crash landing.
 - 15 September. During the noon hours, flights were made by single-engine aircraft.
 - 16 September. There was no air activity. The possibilities of observation were considerably limited.
 - 17 September. During the morning, there was air activity by single-engine aircraft. From the number of aircraft employed in air activity it was inferred that at least 12 single-engine aircraft were stationed at the field.
 - 18 September. During the morning, single-engine aircraft were continually observed aloft.
 - 19 and 20 September. No aircraft were seen aloft. The possibilities of observation were limited.
 - 21 September. During the morning, and, after an interval, during the afternoon, jet fighters were observed aloft. The searchlight at the field was put into operation after nightfall.
 - 22 September. During the afternoon, there was air activity by MiG-15s or U-MiG-15s and single-engine aircraft. The searchlight was again in operation after nightfall.
 - 23 September. Between 1000 and 1500, a joint practice was held by the jet fighters and the single-engine aircraft.
 - 24 September. The joint exercise was continued. The field was again lighted after nightfall. The noise of jet aircraft was heard. The eastern end of the runway was marked by a row of lights arranged at right angle to the runway. The row consisted of 1 green, 3 white and 1 red lamps from north to south. Other red lamps were parallel to the southern edge of the runway. A searchlight illuminated the runway.
 - 25 September. Air activity was continuously conducted by single-engine aircraft and MiG-15s or U-MiG-15s. Contrary to previous observations, the aircraft took off west to east. A formation of 12 single-engine aircraft approached about 1130.

CLASSIFICATION SECRET

SECRET

- 2 -

25X1

The formation dispersed east of the field and the aircraft flying fartherst back to the rear landed first. 26 September. During the morning, flights were made by single-engine aircraft.

The single-engine aircraft stationed at Grossenhain airfield during the second half of September included six three MiG-15s had the

2. The following radio and radar installations were observed at the field and in its vicinity during the second half of September:
 A Token-type radar set on Spittelberg north of the field. A Fishnet-type set and a Kniferest-type set were located nearby. The three sets were surrounded by a barbed wire fence.
 A PKV-45 DF station was still in the western extension of the runway near the road intersection north of the water works.
 A radio installation of 4 masts, probably a PKV-45 DF station, was opposite the main guardhouse.
 An individual radio mast, the head of which had an unidentified bulge, was in the southwestern corner of the field, northeast of the intersection of the road and railroad line.
 An umbrella-shaped antenna on top of a mast, 8 to 10 meters high, was located between the third and fourth hangars from the east.
 An installation consisting of two masts interconnected by an antenna was located between the long hangar and the AA gun emplacement.
 A PKV-45 DF station and 2 individual radio masts were still located in the southeastern extension of the runway.²
3. On 11 September, 15 railroad tank cars were shunted to the field.
 On 18 September, excavation work was under way near the AA gun emplacement. Six AA gun barrels were definitely observed.

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1. Comment. Grossenhain airfield is occupied by a fighter division headquarters and two fighter regiments, in addition to a presumed Il-10 unit which is probably employed for the attacking of ground targets in the Cottbus maneuver area.
2. Comment. The radar station on Spittelberg and the PKV-45 DF station were reported previously. . For location of radio installations near the field and runway lighting facilities, see Annex.

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Grossenhain Airfield

Legend:

- 1 Runway lights
- 2 PKV-45 DF station
- 3 Radio installation of 4 masts
- 4 New radio mast on a building
- 5 New umbrella-type antenna
- 6 Radio installation of 2 masts

